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DECLASSIFICATION REVIEW BY NIMA / DoD

NPIC/R-42/63

**DOLON AIRFIELD, USSR, AND ASSOCIATED FACILITIES
CHANGES SINCE**

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INTRODUCTION

The purpose of this report is to describe new developments at Dolon Airfield (50-32N 79-12E), and its associated facilities (Figures 1 and 2) since [redacted] photography of [redacted]

The [redacted] photography showed construction activity (taxiway and hardstand) at Dolon Airfield and two areas of unusual construction activity -- Area A located southwest of the airfield and Area B located west-northwest of the airfield. The hardstand under construction and a nearby hangar-type building at the airfield were previously designated as "possible checkout and

special handling or loading facilities" for an unidentified weapons system. 1/ These facilities are now considered as possible checkout and loading facilities for air-to-surface missiles.

[redacted] Area B remains unidentified. [redacted] photography of [redacted] reveals a new area (designated Area C) which is located midway between Areas A and B on the southeast side of the road connecting these areas with the airfield (Figures 2 and 5).

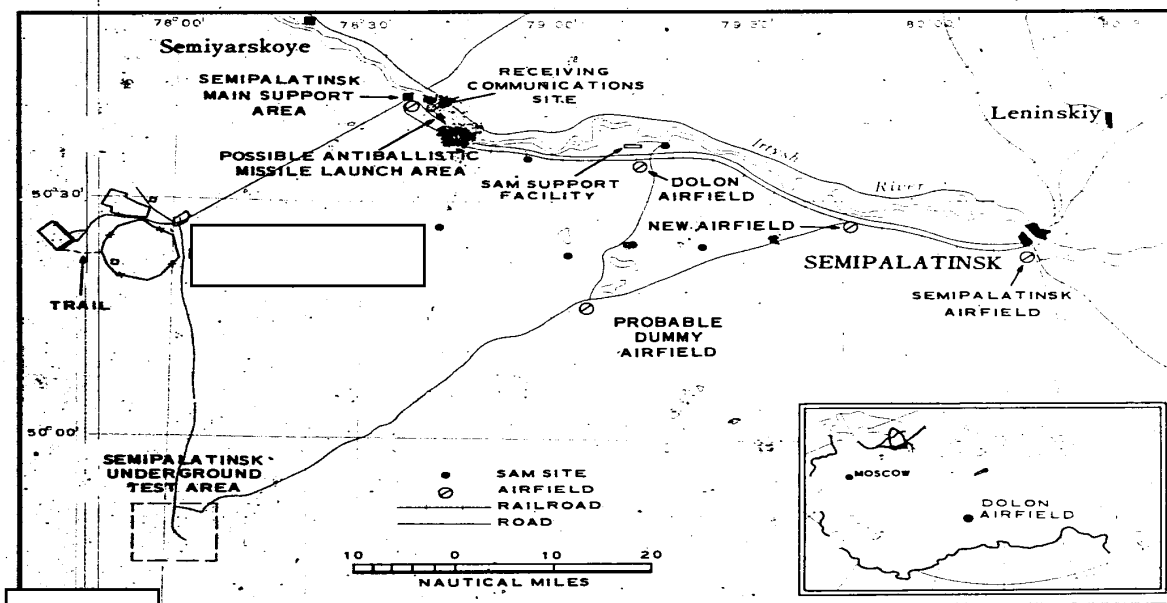


FIGURE 1. LOCATION MAP.

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FIGURE 2. DOLON AIRFIELD AND ASSOCIATED FACILITIES [REDACTED]

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AREA B

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Area B is located 3 nm west-northwest of the center of the runway (Figure 4). [redacted] photography of [redacted] showed a 1,642-acre fence-enclosed heptagonal area with a fenced inner area measuring 1,300 by 1,150 feet. The large outer area was vacant except for a gatehouse at the entrance and a small group of buildings along the road to the inner area. Ground scars, probably indicating buried cables or pipelines, led from the gatehouse to the inner area. The inner fenced area contained a gatehouse,



several small structures, and ground scarring indicating construction activity.

[redacted] photography of [redacted] and [redacted] indicates that the construction has apparently been completed with no significant additions to the facilities since [redacted]. However, two ground scars are observed which may have been present at the time of the [redacted] photography but were not visible because of snow cover. One of the scars, a probable ditch, is approximately 1,800 feet long and is located along

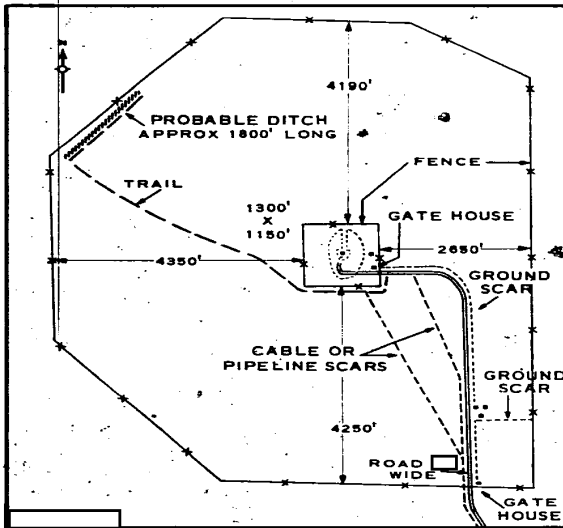


FIGURE 4. AREA B. Changes since [redacted] are shown in red.

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the northwest section of the outer fence line. Another ground scar, possibly a fence line, extends eastward from a point on the access road near the group of buildings to the outer fence.

The function of Area B has not been deter-

mined. The very large area enclosed by the outer fence suggests that it was designed both to protect personnel from the contents of the inner area and to prevent unauthorized entry into the area.

AREA C

A new facility (designated Area C) is located approximately midway between Areas A and B on the southeast side of the road connecting these facilities with the airfield (Figure 5). [redacted] photography of [redacted] shows the facility apparently completed. It appeared to be under construction on the photography of [redacted]. The facility is secured and contains three large warehouse-type buildings and three or four smaller buildings.

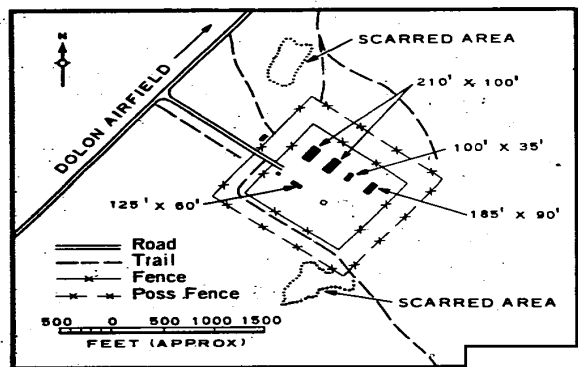
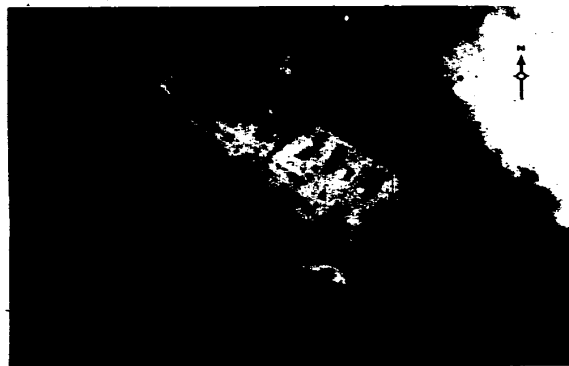
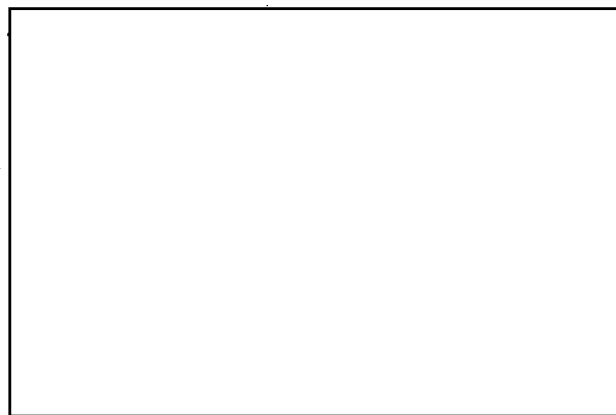


FIGURE 5. AREA C

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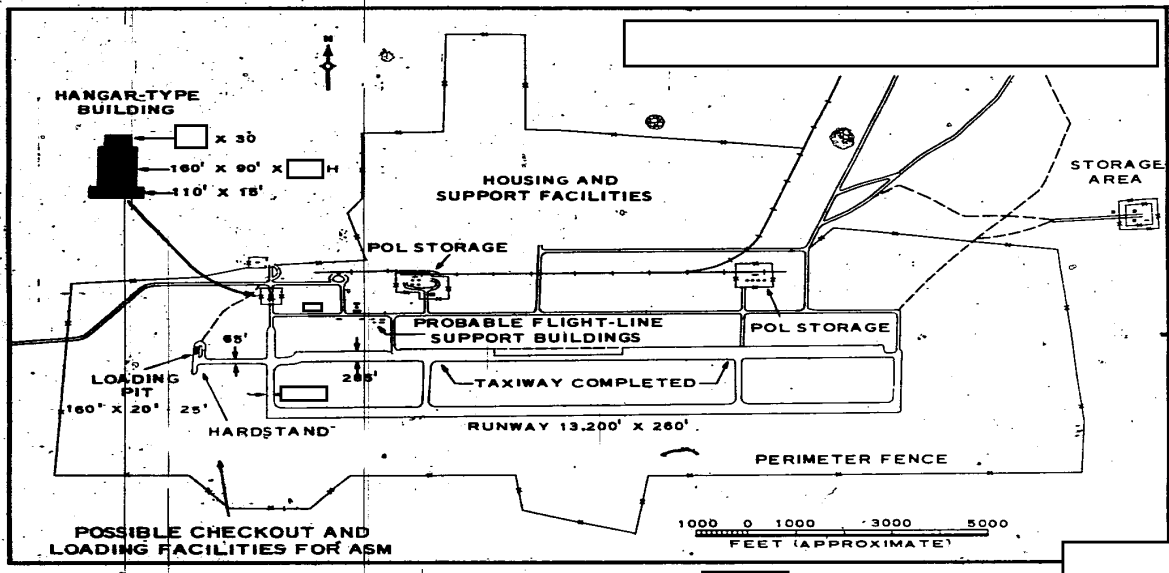


FIGURE 6. DOLON AIRFIELD. Changes since [] are shown in red.

DOLON AIRFIELD

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[] photography of [] showed several features under construction at the airfield (Figure 6). These included a taxiway paralleling the runway, a hardstand just west of the west end of the taxiway where a loading pit was being excavated, and a few buildings. []

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[] photography of [] indicates that these features and additional parking space along the taxiway have been completed (Figures 6 and 7). The loading pit at the hardstand measures approximately 160 by 20-25 feet. A fence has been built around three buildings north of the hangar-type building at the west end of the airfield. Two of these buildings were under construction in []. Also, a small fenced storage area containing three small buildings is located

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approximately 7,000 feet northeast of the east end of the runway (Figure 6). This area may have been present in [] but was not visible.

The hangar-type building and the hardstand at the western end of the airfield may be checkout and loading facilities for air-to-surface missiles (ASM). The facilities were previously identified as "Possible Checkout and Special Handling or Loading Facilities." A possible flow pattern for

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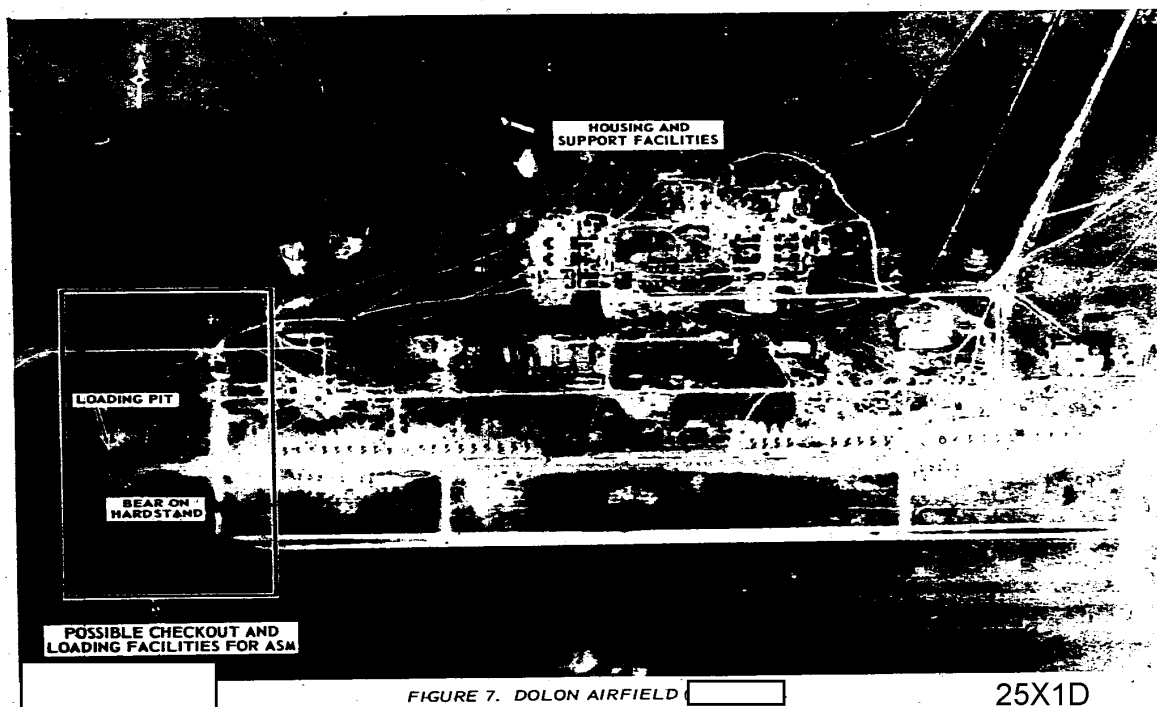


FIGURE 7. DOLON AIRFIELD [REDACTED]

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aircraft. If the missile frames are stored partially disassembled, reassembly could also be performed in the hangar-type building.

Aircraft. At the time of [REDACTED] photography, 40 BEAR, 13 medium swept-wing

bombers, and 2 other unidentified aircraft were visible on the field. One of the BEAR was parked on the hardstand with the loading pit at the west end of the field.

SAM SITES

Five SA-2 surface-to-air missile (SAM) sites and a SAM Support facility have been identified in the vicinity of Dolon Airfield (Figure 1). The Support Facility located just west of Chagan and the SAM site just east of Chagan which

were under construction in [REDACTED] are completed. The other sites were identified on photography from [REDACTED]. The locations of the Dolon Airfield SAM sites are as follows:

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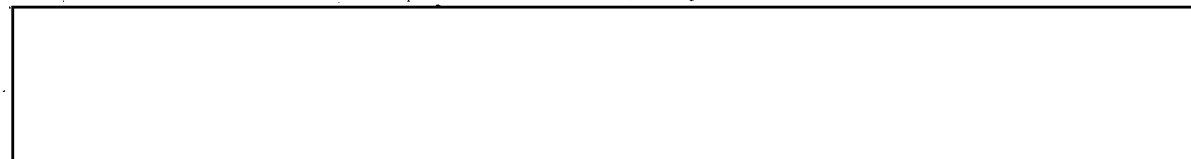
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Site	Location from Airfield	Coordinates
A-04	6 nm NE	50-37N 79-19E
A-15	10.5 nm SSE	50-23N 79-21E
B-22	12 nm SW	50-23N 79-02E
B-30	12 nm WNW	50-36N 78-57E
C-27	19 nm WSW	50-26N 78-42E
SAM Support Facility	3.5 nm north	50-37N 79-13E

REFERENCES

PHOTOGRAPHY

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MAPS

ACIC. US Air Target Chart, Series 200, Sheet 0239-6AL, 2d ed, Dec 60, scale 1:200,000 (SECRET)

DOCUMENTS

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1. CIA. PIC/JR-1028/61, Unusual Facilities at Dolon Airfield, USSR, Jun 61 (SECRET. [redacted] Downgrading Prohibited)

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3. CIA. OSI-SD-SC/62-4, Scientific Intelligence Digest, Special Supplement, "Current Activity on Vladimirovka - Dzaman Sor Test Range," p 5, 20 Feb 62 (TOP SECRET [redacted])

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REQUIREMENT

CIA. OSI/R-196/61/KH

NPIC PROJECT

JN-333/61

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